



ZWIĄZEK PRACODAWCÓW
FORUM OKRĘTOWE
ASSOCIATION OF POLISH MARITIME INDUSTRIES



NEWSLETTER MAI 2018

How to attract new employees to the shipbuilding sector? Starting social marketing at kids' age is essential! Stal Complex proves it may be arranged at very early stage of education...

Photo: Stal Complex



NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

NEWBUILDINGS

Simultaneous launching of two hybrid ferries at the Remontowa Shipbuilding SA

The launching operation of two hybrid passenger and car ferries under construction for the British owner - Transport for London, was executed at Remontowa Shipbuilding SA yard, on May 15, 2018.

For the first time in the shipyard's history two ships were launched from single floating dock at a time. The operation required very careful preparations and accurate calculations. It was possible due to the similar advancement of the construction of both ferries, translating into almost identical mass, and thus similar buoyancy of units.

The first stage of the operation was to skid both units from the assembly site on land onto a floating dock. Then the dock was towed to a proper depth water, where it was submerged, and after checking the tightness of both hulls and their sea chest armature - the units were finally floated and docked out.

After launching, the shipyard started the preparation stage for commissioning of the previously installed equipment and systems. They include a modern catalytic exhaust gas system - especially important consid-



Launching of a hybrid ferry for the Woolwich crossing in London.
Photo: Remontowa Shipbuilding

ering the planned employment of ferries practically in the middle of the city - in the crossing across the Thames, connecting the districts of Woolwich and North Woolwich.

Each of the ferries, with a 210-meter ro-ro cargo lane, will be able to take 150 passengers and 45 passenger cars on board. Cyclists will receive their separate area on the cargo deck, separated from the walking paths of pedestrians. It is anticipated that both ferries will transport more than one million cars and 2.6 million passengers a year.

A keel of the second of six tugboats for Polish Navy was laid at Remontowa Shipbuilding



Photo: Slawomir Lewandowski

May 16, this year, saw the technical and formal keel laying for the newbuilding no. B 860/2 at Remontowa Shipbuilding yard belonging to the Remontowa Holding SA Capital Group. This is the second of the six tug boats destined for the Polish Navy contracted in summer, last year. Thus, the first stage of the ship's construction was completed, which was the prefabrication of the hull and the assembly of individual elements was started.

The contract for the supply of six almost 30-meter long Navy tug boats was signed by Ministry of Defense Armament Inspectorate and Remontowa Shipbuilding SA on 19 June, while the official first steel cutting for the construction of the B 860/1 unit took place on November 16th, 2017 and its keel location - January 23, 2018. The contract is the result of the

settlement of the tender called. "Technical security and carrying out rescue operations on the sea, codename >Tug<".

Concept and detailed engineering design of the 35 T bollard pull, type B 860 tugboats, was conceived by consulting naval architects and marine engineers NED Project Sp. z o.o. of Gdańsk (with the chief designer Andrzej Lerch), in agreement and cooperation with the design office of the Remontowa Holding capital group member - Remontowa Marine Design & Consulting Sp. z o.o. (RMDC). All workshop documentation and construction supervision are within responsibility of RMDC.

Specialist technical supervision in the field of classification, construction and unit tests will be covered by Polish Register of Shipping. The construction process including the full outfitting of the units at the Remontowa Shipbuilding shipyard will be crowned with a complex alongside and sea trials program.

Remontowa Shipbuilding SA won a tender for the construction of icebreakers for RZGW in Szczecin

Remontowa Shipbuilding SA won a tender for "designing, construction and supply, along with the equipment, of two "line" icebreakers as part of the task: Continuation of the icebreaker construction program for RZGW Szczecin". Three offers were submitted in the tender. RZGW is a regional inland waterways authority.

As stated in the RZGW communication in Szczecin, the shipyard's offer met all the conditions set out in the Essential Terms and Conditions of the Order and obtained the highest number of points according to the criteria specified, out of all submitted offers not subject to rejection.

The order concerns the construction and delivery of two, almost 30-meter-long ice-breakers, with superstructure above the engine room and the wheelhouse to be made of aluminum alloys. The main deck has crew rooms: a captain's cabin, a galley, a social room for a crew of 5 and a sanitary room (toilet, washbasin and shower).

The basic task of a “line” icebreaker is to widen the path broken in ice by “front” icebreakers and break it out in an area inaccessible to forehead icebreakers, as well as to maintain patency in the path and prevent premature freezing of the waterway. The units are also intended to break up smaller ice jams, freeing bridge flares from ice, or crushing ice sheets in ports.

The adopted construction and technical solutions will be in accordance with the requirements of the recognized Classification Society for inland waterway vessels in force in the country and in the EU.

The main dimensions of the icebreakers are as follows: total length - 28.8 m, length between perpendiculars - 25.85 m, max. beam - 7.5 m, moulded breadth - 7.2 m, depth - 2.4 m, design draught - 1, 4 m, scantling draft - 1.7 m.

SHIPREPAIRS AND CONVERSIONS

The lengthened ro-ro *Finnsun* left Remontowa SA



Photo: Marcin Koszalka

After less than two months of work, the *Finnsun* cargo ro-ro vessel belonging to Finnlines left Remontowa SA yard. This is already the fourth ship of this owner, to sail from this yard after extension by almost 30 meters.

The contract for the lengthening of the ro-ro vessel series was signed in March 2017 and concerned four ships: *Finntide*, *Finnwave*, *Finnsky* and *Finnsun* with option for another two vessels. The company announced the „jumboisation” of further units: *Finnbreeze* and *Finnsea* in March this year.

Let us recall that every ship undergoing lengthening, after cutting the hull in half length, receives a steel insert weighing some 1500 ton and measuring 29.5 m in length, 26.5 m in width and 23.5 m deep. Extending the ro-ro units by almost 30 meters significantly

improves their energy efficiency and thus contributes to reducing emissions of environmentally harmful compounds. Lengthening of ships is also the owner’s response to the growing demand for transport capacity in the Baltic Sea.

Modernized units, owing to the increased cargo area, can serve customers more effectively.

A lengthened ro-ro ship leaving the shipyard and the Gdansk port can be seen in short video material:

https://www.youtube.com/watch?v=Kh1Qj_av1AY

Product and chemical tankers parade at Remontowa SA

At the turn of the past year, Gdańsk Stocznia Remontowa SA was full of passenger ferries, belonging to leading ferry operators, such as Brittany Ferries, Stena Line, Finnlines and BC Ferries. In the spring, their place was taken by tankers, moored almost at every shipyard wharf, not to mention the floating docks.

Recently, the shipyard was left by *Bow Guardian* of Norwegian owners Odfjell, operating a fleet of over 80 vessels of this type (including some built in Szczecin). Built in 2008, the unit underwent a five-year overhaul at the shipyard.

Remontowa recently hosted two other vessels owned by the same owner: *Bow Atlantic* and *Bow Pioneer*, and further tankers: *Latana*, *Glařkos*, *E Pioneer* and *Baltic Commodore*.

On the *Bow Atlantic* chemical tanker, mainly hull work was carried out in ballast tanks, maintenance and painting work, minor pipe work and locksmith works. Built in 2013 in South Korea, *Bow Pioneer* with a deadweight capacity of 81 305 tons is one of the world's largest chemical tankers. On this unit, among others, maintenance of the hull with silicone coating application in the underwater part, modification of the towing system and equipment inspection have been performed.



E Pioneer in Remontowa Shiprepair SA.
Photo: Sławomir Lewandowski

On the product-chemical tanker *Latana*, owned by the shipowner Utkilen AS, among others, hull maintenance along with painting, as well as inspections of engines, shaft generator and repair of cracks in ballast and cargo tanks have been carried out.

E Pioneer, a product tanker with 45 985 t deadweight capacity, belonging to the Greek shipowner Hellenic Tankers, for the first time in Remontowa, came for the 5-year class renewal.

Baltic Commodore (product carrier with a capacity of 37 343 t, owned by the German shipowner Interorient Marine Services and managed by the operator Norient Product Pool ApS) has undergone dock repairs, while the product tanker *Glafkos* of the Greek shipowner Pleiades Shipping Agents SA has had its main engine overhauled, in addition to numerous in-

spectations, overhauls, including main engine turbocharger.

OFFSHORE

FSO converted from shuttle tanker at Remontowa SA sailed to Norway



Photo: Maciej Bielez

On May 14, the tanker *Hanne Knutsen*, converted at Remontowa SA left the yard and sailed to the open sea, where the last trials have been performed, before redelivery of the ship to the shipowner. On Sunday, May 20, the vessel sailed to *Haugesund* in Norway. The Martin Linge FSO project, i.e. the conversion of the shuttle tanker *Hanne Knutsen* to FSO (Floating, Storage and Offloading shipshape system) is one of the most technically complex projects in this market segment in Europe, which Remontowa SA has carried out for global offshore oil industry leaders & gas. It was also the second largest project, in terms of the scale and level of technical complexity, in the history of the Remontowa SA shipyard (the largest project of this type so far was the conversion of the *FPF-1* production platform).

The conversion of the *Hanne Knutsen* ship included, among others: division of cargo tanks, assembly of pipeline systems (over 30 km), installation of new electrical and electronic systems (including laying of over 400 km of cables), assembly of the stern offloading system, modifications of landing pad for helicopters, extension of the deck on the stern and extension of the superstructure. While executing this project, about 5,000 tons of steel have been processed.

After rebuilding, *Hanne Knutsen* is not classified as FPSO, but the unit can be considered as a representative of the new generation of “advanced FSO” - it is intended for receiving the oil extracted from the production platform and performing pre-treatment in the Martin Linge oil field before transferring oil to shuttle tankers. After the conversion, the unit can be powered by land-based electricity, as well as the FSO control will be possible to be effected remotely both from the mainland and from the nearby production platform.

The Martin Linge field, abundant in rich oil and gas resources, located in the Norwegian part of the North Sea, is operated by the consortium of Equinor Energy AS (70%) and Petoro AS (30%).

Polish-Danish cooperation in the IT technology sector



Jerzy Czuczman's presentation in Copenhagen.
Photo: Marek Grzybowski

Republic of Poland responsible, among others for economic diplomacy. In his speech he stressed: "The IT sector in Poland is perceived as the strongest and fastest growing in Central and Eastern Europe. We are a strong and responsible business partner, we offer a wide range of investment opportunities and are eager to engage in joint ventures. The potential of Poland and Denmark is greater than our two national markets perceived separately." The deputy minister also invited the gathered to participate in the World Sea Days in Szczecin in mid-June 2018.

Debate on new instruments for the shipbuilding industry in Paris



Proceedings of the Shipbuilding Working Group under the OECD in Paris.

The Danish Maritime Days is the Denmark's largest exhibition and conference event devoted to maritime economy (blue economy), gathering, among others, representatives of business, administration and clusters operating in the maritime sector. This year's edition took place on May 2-3, 2018 in the Copenhagen exhibition center Lokomotivværksted.

One of the events accompanying the fair was the Polish-Danish seminar on cooperation in the IT sector. By opening the conference, ambassador Henryka Mościcka-Dendys and the managing director of Danish Maritime (organizer of the Danish Days of the Sea) J.N. Braat emphasized that "the Baltic Sea is the essence of the Polish-Danish neighborhood, so naturally we should combine projects in the field of maritime economy". In turn, representing Forum Okrętowe, Jerzy Czuczman pointed to the complementarity of Polish and Danish entrepreneurs, and hence the huge potential for creating a joint business offer.

The honorary guest of the seminar was Marek Magierowski, undersecretary of state in the Ministry of Foreign Affairs of the

On 15 May another meeting of the OECD, a working group on shipbuilding, the so-called WP6 (Working Party 6) took place. The OECD Secretariat presented the "New Shipbuilding Instruments" document, which is the basis for discussion on the creation of tools to prevent the occurrence of factors having a negative impact on shaping the shipbuilding market through unjustified public aid that violates the conditions of single-track competition.

The so-called "global distortion" means, among other things, the use of dumping prices when selling ships, excessive expansion of production capacity in relation to market demand, as well as subsidizing production. An attempt was also made to include in the discussion and inclusion in the content of the assumptions of the document issues related to the supply of equipment for ships.

It should be noted that this was a presentation of only preliminary assumptions, which will be discussed in detail in subsequent meetings, with the next one planned in November 2018.

At the meeting, Poland was represented by Agnieszka Kuraszyk, a senior specialist at the Department of Maritime Economy, the Ministry of Maritime Economy and Inland Navigation, and by Jerzy Czuczman, director of Forum Okrętowe office.

25 years of Forum Okrętowe

On 22 May, the General Assembly of the Association of Polish Maritime Industries Forum Okrętowe (FO) Members was held. It started with serving a cake on the occasion of the 25th Anniversary of FO. Then a presentation was given, summarizing the most important events in the period from the moment FO was appointed by the founding members (12 companies) to the present day (73 member companies).

The presentation prepared jointly with Sławomir Skrzypiński, long-time director of the FO office, was presented by FO president, Jerzy Czuczman. He stressed that major figures and highlights behind FO's success over the period of 25 years are:

- prof. Jerzy Wojciech Doerffer - founder of the idea and FO founder,
- president Piotr Soyka - leader of the Polish shipbuilding industry, the creator of the Remontowa Holding group, companies of which are among the most important members of FO,
- active membership of FO, which allowed for the implementation of many ambitious plans, including the most important one in the 25 year history - the INNOship program.

Then the host of the meeting, dr. Jerzy Litwin, director of the National Maritime Museum, gave a presentation on the 450th anniversary of the establishment of the Maritime Commission, the first Polish Ministry of Maritime Economy in Poland.

At the end of the meeting, Jerzy Czuczman resigned from the position of the president in favor of Mr. Piotr Soyka, who agreed to take over. Jerzy Czuczman is the director of the FO office.

Professor Lech Kobyliński's jubilee

On May 23, 2018, in the lecture hall of the Gdańsk University of Technology Main Building there was a gala held - the jubilee of professor Lech Kobyliński, a renowned naval architecture researcher and academic and the "launching" of his autobiographical book "A Handful of Memories from a Long Life".

Program Council of Baltexpo 2019 maritime trade fairs

May 29, 2018, saw a meeting of the Program Council of the jubilee, twentieth edition of the international maritime exhibition Baltexpo 2019 planned for September 9-11, 2019. The meeting was held at the headquarters of the Ministry of Maritime Economy and Inland Waterways Shipping in Warsaw with the participation of, among others, director Katarzyna Krzywda from the Department of Maritime Economy.

During the meeting, chaired by Piotr Soyka, the president of Remontowa Holding SA, the president of the Employers Association Forum Okrętowe, and the chairman of the Baltexpo Program Board, the previous edition of the Fair (from 2017) was summarized and the main subject of the next edition of the event then debated. As the organizer of the Zarząd Targów Warszawskich SA assures, we will soon get to know the main topics of the conferences accompanying the next year's fair, as well as an outline of the events accompanying Baltexpo 2019.

International maritime trade fairs Baltexpo is a traditional meeting place of the Polish maritime economy and its showcase for foreign partners, organized continuously since 1982. Among the honorary patrons of Baltexpo 2019 are Marek Gróbarczyk, Minister of Maritime Economy and Inland Navigation; Jacek Czaputowicz, Minister of Foreign Affairs and Jerzy Kwieciński, Minister of Investments and Development.

The Newsletter is published monthly

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Publisher:



Office: TEMAT Sp. z o.o., Na Ostrowiu 1, 80-958 Gdańsk